

STAFF REPORT

SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

DATE: MARCH 18, 2015

TO: AIRPORT LAND USE COMMISSION

FROM: XZANDREA FOWLER, COUNTY PLANNING AND BUILDING

REFERRING AGENCY: COUNTY OF SAN LUIS OBISPO

APPLICANT: JACOB THOENE

COUNTY FILE NUMBER: DRC2014-00034

PROJECT MANAGER: MEGAN MARTIN

SUBJECT: A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A MINOR USE PERMIT / COASTAL DEVELOPMENT PERMIT TO ALLOW FOR THE CONSTRUCTION OF A 3,400 SQUARE FOOT SINGLE FAMILY RESIDENCE WITH AN ATTACHED GARAGE. THE APPROXIMATELY 6,500 SQUARE FOOT SITE IS LOCATED IN RESIDENTIAL MULTI-FAMILY (RMF) LAND USE CATEGORY, AT 365 JUANITA AVENUE IN COMMUNITY OF OCEANO, COUNTY OF SAN LUIS OBISPO. THE PROPOSED PROJECT IS LOCATED IN OCEANO COUNTY AIRPORT LAND USE PLAN - LAND USE AREA RA-1 AND RUNWAY PROTECTION ZONE.

RECOMMENDATION

Recommend a determination of consistency to the County of San Luis Obispo for the construction of a 3,400 square foot single family residence with an attached garage on a vacant site located at 365 Juanita Avenue in the community of Oceano.

Findings:

- 1) The proposed project for the construction of a 3,400 square foot single family residence with an attached garage on an approximately 6,500 square foot site in the Residential Multi-Family land use category is consistent with the Airport Land Use Plan (ALUP) because the proposed development and use of the property are required to satisfy all ALUP requirements regarding general land use , noise, safety, airspace protection, and overflight, and because of the following:
 - a) As required by the General Land Use Policies, all information required for review of the proposed project was provided by the referring agency; the project will not result in any incompatibilities with the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance;
 - b) As required by the applicable Specific Land Use Policies for Noise, the area affected by the project or local action is located inside the projected 85 dB single event airport noise contour and therefore the proposed development has been conditioned to ensure that a noise analysis is prepared to identify acoustic design and/or noise mitigation that will reduce the noise level to 50 dB in sleeping areas and 55dB in non-sleeping areas;
 - c) As required by the applicable Specific Land Use Policies for Safety, the proposed development would not result in a density greater than specified in Table 3 for Airport Planning Area RA-1; the proposed residence would not result in a more intensive land use than Allowable by Table 4; and the proposed development and use would not result in high intensity land uses or special land use functions;

- d) As required by the applicable Specific Land Use Policies for Airspace Protection, the proposed development will not exceed 200 feet above ground level; obstruct the surface of a takeoff and landing area or any imaginary surface established under Section 77.25 or 77.29 of the Federal Aviation Regulations; or allow any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) As required by the applicable Specific Land Use Policies for Overflight, the proposed development has been conditioned to ensure that potential and prospective airport area land users are provided with sufficient information on the presence and activity of the Airport and associated noise and safety impacts in order for them to make an informed decision as to whether or not they wish to live and/or work in the Airport area; and
- f) The proposed development meets the requirements of the ALUC regarding land uses that are considered "Unique Circumstance" within Airport Land Use Planning Area RA-1 and Runway Protection Zone, because the project site is within and existing established residential neighborhood, in a setting that is surrounded by activity from various noise sources, such as the Oceano Dunes entrance and area, the State Parks the beach, and the airport.

PROJECT DESCRIPTION

Proposal: 3,400 SF Single Family Residence & Attached Garage
 Setting: Oceano
 Existing Uses: Vacant
 Site Area: Approximately: 6,500 square feet

DISCUSSION

The site location is northwest of the Oceano County Airport, on the north side of Juanita Avenue and is within Area RA-1 and the Runway Protection Zone of the ALUP. Single Family residences are a permitted use in Area RA-1, however, the site also lies within the zones defined by the Caltrans Airport Land Use Planning Handbook as the Runway Protection Zone of the Oceano County Airport. In light of this, the residential properties in Area RA-1 are of special concern, because residential development is generally considered, from the standpoints of special both noise and safety, to be of the most incompatible of all land use types with airport operations.

State guidelines define the Runway Protection Zones as areas of "very high risk" and indicate that construction of any new structures or establishment of any residential land uses should be prohibited. Despite these State guidelines, the ALUP recognizes the historical pattern of residential land use in Area RA-1. In addition, the ALUP recognizes that owners of the few vacant parcels that remain in Area RA-1 have a reasonable expectation that they will be able to develop their property in a manner consistent with the existing character of the neighborhood. Consequently, the policies with respect to Area RA-1, as outlined in Section 4, Airport Land Use Planning Areas, of the ALUP incorporate the following applicable principle:

- Because the number of vacant parcels in Area RA-1 is relatively small, the future development of these properties will not significantly increase the existing incompatibilities between airport operations and surrounding residential land uses. ALUP policies have been formulated to protect property owner's expectations that they will be able to improve their properties in a manner consistent with adjacent parcels.

- Because of the high degree of incompatibility between residential development and airport operations, future expansion of the land area within the Runway Protection Zones should be avoided.

Compliance with Airport Land Use Compatibility Policies

The project has been analyzed for compliance with the following applicable compatibility policies:

General Policies

Policy G-1 – ALUP right to review

No project or land use may be established within the Airport Planning Area nor may any building or use permit be issued for a proposed development unless the proposed project or land use has been reviewed by the ALUC of San Luis Obispo County and has been determined by that Commission to be consistent with the ALUP for the Oceano County Airport.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the project will be reviewed by the ALUC prior to the issuance of any land use entitlements or building permits.

Policy G-2– Completeness of referral

Notwithstanding any other provisions of the ALUP, a proposed project or local action will be determined to be inconsistent with the ALUP if the information required for review of the proposed local action is not provided by the referring agency.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because all information required for review has either been submitted or submitted as a condition of approval.

Policy G-3 – Application of Specific Land Use Policies

A proposed project or local action will be determined to be inconsistent with the ALUP if the proposal is not in conformance with all applicable Noise, Safety, Airspace Protection, and Overflight Policies.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the project conforms to all applicable Noise, Safety, Airspace Protection, and Overflight Policies.

Policy G-4 – ALUP discretion

A proposed project or local action will be determined to be inconsistent with the ALUP if the proposal would, in the considered opinion of the ALUC, supported by findings, present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the project will not result in any specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, and overflight or obstacle clearance.

Noise Policies

The objective of the noise policies of the ALUP is to minimize the number of people exposed to frequent and/or high levels of airport noise or to frequent and/or high cumulative noise levels of which airport noise is one component. The basic strategy for achieving noise compatibility is to limit the development of land uses that are particularly sensitive to noise. The most acceptable land uses are the ones that either involve few people or generate significant noise levels themselves.

Policy N-2 – Mitigation of interior sound levels

Any noise-sensitive land use (all residential uses are considered noise-sensitive) established within the Airport Planning Area must include design features and/or construction techniques sufficient to mitigate aviation-related interior single-event noise levels to a degree equal to or greater than indicated in Table 2

(Maximum Allowable Interior Noise Exposure from Aviation-Related Noise). The anticipated exterior aviation noise exposure shall be determined by reference to Figure 3 (Map of the Oceano Airport Land Use Planning Areas) of the ALUP. If the degree of sound attenuation necessary to achieve the interior noise level indicated by Table 2 is greater than 15dB, the design features and construction techniques required to effect such mitigation are to be determined by an analysis performed by a person or firm qualifies in acoustic design and noise mitigation and the report of such consultant must be submitted, in its entirety, to the ALUC as part of the project referral.

The project site is within the 85dB single event noise contour. The maximum allowable interior noise level allowable is 50dB for sleeping rooms and 55 dB for all other non-sleeping areas. Since the anticipated degree of sound attenuation necessary to achieve the maximum allowable interior noise level is greater than 15dB, the design features and construction techniques required to effect such mitigation are to be determined by an analysis performed by a person or firm qualified in acoustic design and noise mitigation and the report of such consultant must be submitted.

Staff believes that the strict application of ALUP policies may be inappropriate under certain “unique circumstances”, for example when reviewing of small-scale individual development projects. When these unique situations occur, the ALUC has the authority to find a proposed individual project (that fails to meet a land use policy of the ALUP) consistent with the ALUP. Staff believes that this project has a “unique circumstance”, because the property is located in an established residential single family neighborhood that is in close proximity to the Oceano County Airport and a highly utilized public access points for the ocean/dunes. Due to the location of the property, any proposed development will be exposed to multiple excessive noise sources.

Although staff believes the “unique circumstance” may exist regarding exposure to excessive noise levels for any proposed development of the subject property, the airport noise impacts still need to be mitigated for the project to be found consistent with ALUP. The ALUP requires that a noise analysis be prepared by a licensed architect or engineer or noise expert that described mitigation measures to attenuate airport noise from the interior of the residence. A noise analysis was not submitted with the referral package for this project. Although, the project referral has not complied with this requirement, staff believes that conditioning the project to prepare a noise analysis, and putting the identified noise attenuation measures on the front sheet of the construction plans submitted for the development of the project will satisfy the requirement.

In addition, staff also believes that the incorporation of the following strategies will further efforts to achieve the desired interior noise reduction:

- Project architect should have noise control as a priority in the design.*
- Doors and windows should pressure seal when closed*
- All exterior vents should receive a special acoustical treatment*
- A mechanical air circulation system will allow for ventilation when the windows are closed and add a noise masking element*

Although the noise environment has not changed over the years, Building Code requirement have, especially in the area of energy efficiency. These energy efficiency changes focus upon increased insulation in the roof and wall systems as well as higher quality windows and doors that seal and reflect hot and cold air from the outside. This principle is very similar to noise attenuation; therefore, current construction methods and codes, in conjunction with the noise attenuation measures that will be identified in the noise analysis and the inclusion of the strategies discussed above, will be effective at reducing interior noise levels.

Safety Policies

The objective of the safety policies of the ALUP is to minimize the risks to the safety and property of persons on the ground associated with potential aircraft accidents and to enhance the chances for

survival of the Occupants involved in an accident, which takes place beyond the immediate runway environment.

Policy S-1 Density of development

No new development shall be permitted in the Airport Planning Area if such proposed development would result in a density of residential or of nonresidential development which exceeds the standards set forth in Table 3 (Maximum Allowable Densities of Development).

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the proposed density of the project is one single family residence, which is consistent with the maximum density of residential development identified in Table 3.

Policy S-2 Allowable Land Uses

No proposed land use shall be established in the Airport Planning Area unless such proposed use is designated as Allowable by Table 4 (Airport Land Use Compatibility Matrix).

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because single family residences are designated as an Allowable use within the RA-1 Airport Planning Area, as identified in Table 4.

Airspace Protection Policies

The objective of the airspace protection policies of the ALUP is to minimize the risk of potential aircraft accidents in the vicinity of the Airport by avoiding the development of land uses and land use conditions, which pose hazards to aircraft in flight.

Policy A-1 Obstruction to aerial navigation

No structure, tower, landform, or other improvement may be constructed nor is vegetation grown or permitted to grow to a height which exceeds the height of any imaginary surface established under Section 77.25 or 77.29 of the Federal Aviation Regulations.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the project will not result in a height of any structures or landscaping that would exceed the imaginary surface established under Section 77.25 or 77.29 of the Federal Aviation Regulations.

Policy A-2 Hazards to aerial navigation

No project or land use may be established within the Airport Planning Area if such use entails or is expected to entail any of the following characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport:

- a. Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- b. Lighting which is difficult to distinguish from airport lighting;
- c. Glare in the eyes of pilots using the airport;
- d. Uses which attract birds and creates bird strike hazards;
- e. Uses which produce visually significant quantities of smoke; and
- f. Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because the project will not entail any characteristics that could potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport.

Overflight Policies

The objective of the overflight policies in the ALUP is to ensure that potential and prospective airport area land users are provided with sufficient information on the presence of any activity at the Airport and associated noise

and safety impacts to make an informed decision as to whether or not they wish to live and/or work in the Airport area.

Policy O-1 Aviation easement

No project or local action shall be determined to be consistent with the Airport Land Use Plan and no Building or use permit will be issued for any development project or structure within the Airport Planning Area unless a valid aviation easement has been recorded for the property on which such development or structure is to be situated.

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because conditions of approval will be included that require the recordation of an aviation easement on the subject property prior to issuance of building permits for the project.

Policy O-2 Real estate disclosure

No project or local action shall be determined to be consistent with the Airport Land Use Plan and no building or use permit will be issued for any development project or structure within the Airport Planning Area unless the applicant for such permit has submitted to the County a Real Estate Disclosure Document, the form and content of which have been approved by the Airport Land Use Commission. Such document shall provide full and accurate disclosure of all potential airport-related hazards and nuisance, which may reasonably be anticipated at the site of the proposed project, including (but not limited to) all noise, safety, or overflight impacts. The Real Estate Disclosure Document is to be provided to all owners, potential purchasers, occupants (whether as owners or tenants), and potential occupant (whether as owners or tenants) prior to their entering into any contractual obligation to purchase, lease, rent, or otherwise the proposed project or any portion thereof

Staff believes that Findings can be made to support a determination of consistency with the ALUP, because conditions of approval will be included that require full and accurate disclosure of all potential airport-related hazards and nuisance, which may reasonably be anticipated at the site of the proposed project, including (but not limited to) all noise, safety, or overflight impacts.

Recommended Conditions

Staff recommends that the following Conditions of Approval be incorporated into any use permit(s) for development:

1. Prior to the issuance of building permits for the project, a noise analysis that identifies construction techniques for interior noise attenuation measures in the decrease of the single event noise level of 85 dB to a level 50dB or lower, shall be submitted to the County Planning and Building Department for review. All identified noise attenuation measures shall be incorporated into the construction of the project and shall be shown on the front sheet of the all construction plans submitted for building permits. In addition, the following strategies to further achieve the desired interior noise reduction shall be incorporated into the construction plans:
 - Project architect should have noise control as a priority in the design.
 - Doors and windows should pressure seal when closed
 - All exterior vents should receive a special acoustical treatment
 - A mechanical air circulation system will allow for ventilation when the windows are closed and add a noise masking element
2. Residential density for property is limited to no more than one single family residence.
3. The construction plans for the proposed residence shall be submitted to the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities

must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for building permit.

4. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
5. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
 - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
 - lighting which is difficult to distinguish from airport lighting;
 - glare in the eyes of pilots using the airport;
 - uses which attract birds and create bird strike hazards;
 - uses which produce visually significant quantities of smoke; and
 - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
6. Avigation easements will be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit; and
7. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.

CONCLUSION

The property is located in an area that contains residential uses. The proposed residential use for the subject property would have a relatively low density, because only one single family residence is allowable per legal lot. All proposed development will be required to comply with the ALUP, County of San Luis Obispo land use regulations, and applicable design standards.

EXHIBITS:

- Ex.1: Vicinity Map / Aerial of Project Site
- Ex.2: Site Plan
- Ex.3: Airport Land Use Planning Areas
- Ex.4: Single Event Noise Levels

Exhibit 1 – Vicinity Map / Aerial of Project Site



ATTACHMENT 04

OCEANO COUNTY: Thone Residence
Airport Land Use Commission March 18, 2015

Exhibit 2 – Site Plan

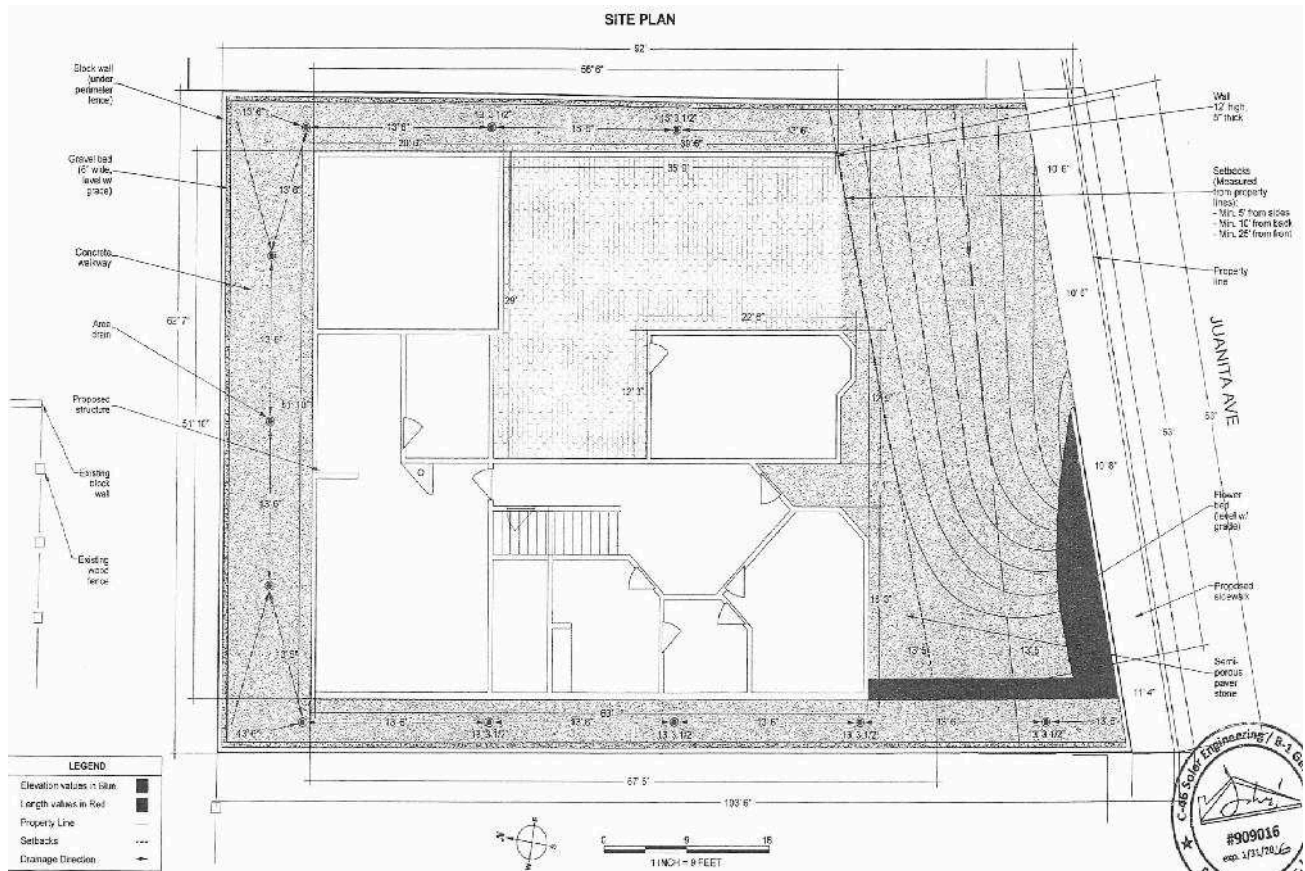


Exhibit 3 – Oceano County Airport – Airport Land Use Planning Areas

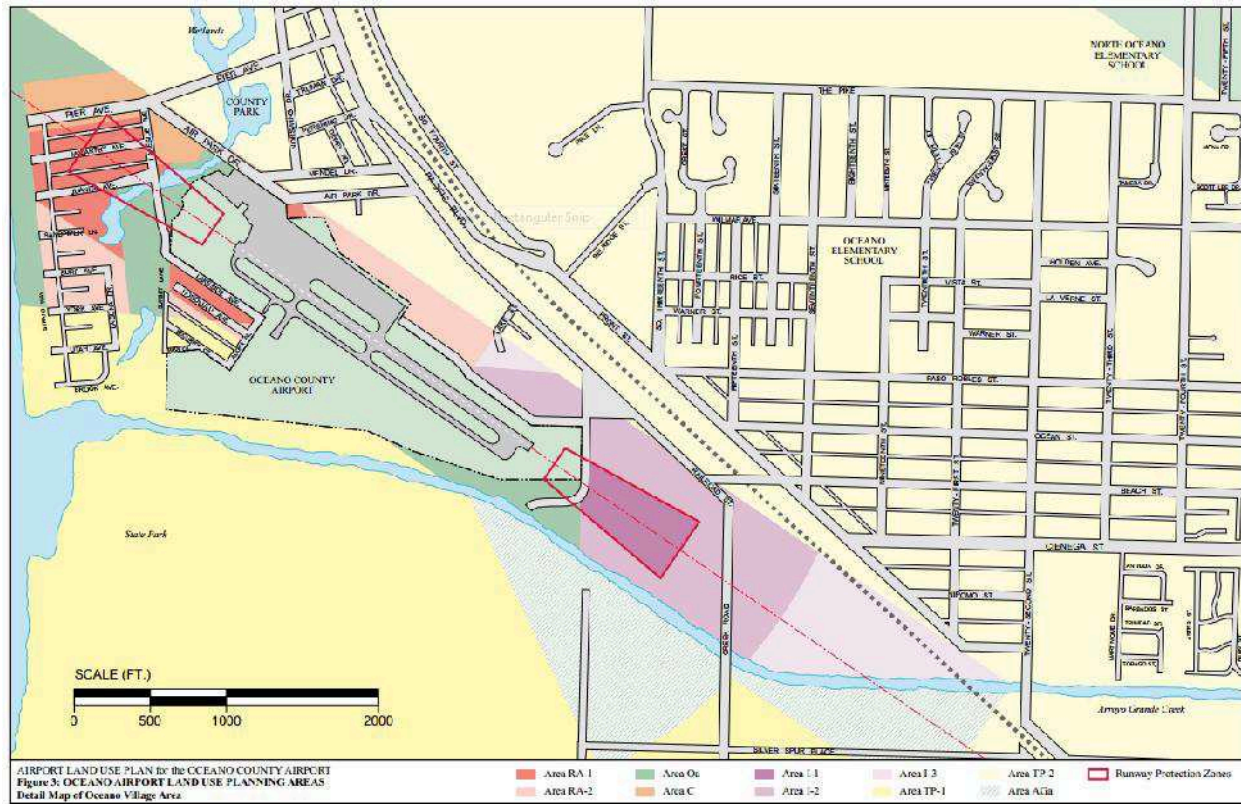


Exhibit 4 – Oceano County Airport – Single Event Noise Levels



Comments from Building Division:

1. The project is subject to a construction permit as well as the currently adopted 2013 California Codes.
2. It may be necessary for you to employ the services of a California registered architect or engineer for the design of portions of the project that do not meet "conventional construction" as defined by our current building code.
3. The project may require a full soils report for the design of all building foundations at the time of construction permit application submittal.
4. The project is subject to the California State Title 24 energy laws.
5. Whether or not a grading permit is required, the project shall conform to the "National Pollutant Discharge Elimination System" storm water management program regulations.
6. A fire sprinkler system will be required.



FW: DRC2014-00034 THOENE, Coastal E-Referral, MUP, Oceano - 365 Juanita Avenue

Paavo

to:

mamartin

10/21/2014 09:09 AM

Cc:

"Celia Ruiz", ocsdgm

Hide Details

From: "Paavo" <paavo@oceanocsd.org>

To: <mamartin@co.slo.ca.us>

Cc: "Celia Ruiz" <celia@oceanocsd.org>, <ocsdgm@oceanocsd.org>

History: This message has been replied to.

Ms. Martin

The information in the project referral is incomplete. Questions on the agency that provides water and wastewater service did not identify the Oceano Community Services District (OCSD). The applicant will need to apply for a will-serve letter from the OCSD. At that time, we will begin addressing infrastructure and fee requirements.

Our first step after receiving an applications is to have the Board of Directors consider an "Intent to Serve Letter" which establishes our conditions. Once the conditions have been satisfied and fees paid, then we will issue a "final will-serve letter."

A building permit should not be issued by the County until after receiving a final will-serve letter from OCSD.

Paavo Ogren, General Manager
Oceano Community Services District
1655 Front Street, Oceano CA, 93445
PO Box 599, Oceano CA, 93475
(805) 481-6730 (office); (805) 481-6836 (fax)



ATTACHMENT 04
SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252
Fax (805) 781-1229 email address: pwd@co.slo.ca.us

MEMORANDUM

Date: November 3, 2014
To: Megan Martin, Project Planner
From: Frank Honeycutt PE, Development Services
Subject: **Public Works Comments on DRC2014-00034, Thoene MUP, Juanita Ave, Oceano, APN 061-021-057**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

PUBLIC WORKS REQUESTS THAT AN INFORMATION HOLD BE PLACED ON THIS PROJECT UNTIL THE APPLICANT PROVIDES THE FOLLOWING DOCUMENTS FOR PUBLIC WORKS REVIEW AND COMMENT:

1. In accordance with the Land Use Ordinance, as the project is located in a Stormwater Management (MS4) Area, it is considered a regulated project and required to submit a Stormwater Control Plan Application and Coversheet.

Public Works Comments:

- A. The proposed project triggers Curb Gutter and Sidewalk requirements per 23.05.106. Improvement plans must be submitted to Public Works for review and approval. Prior to building permit issuance the owner must post a performance bond in accordance with the Ordinance.
- B. The proposed project is within a flood hazard area. A Flood Hazard Plan is required to be reviewed at the time of Building Permit submittal by Public Works. The applicant should review the Land Use Ordinance prior to future submittal of development permits.
- C. The project meets the applicability criteria for Stormwater Management. Therefore, the project is required to submit a Stormwater Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:

http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new_stormwater/SWCP+Application+Pkg.pdf.

The Post Construction Requirement (PCR) Handbook can be found at:

http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new_stormwater/PCR+Handbook+1.1.pdf

Recommended Project Conditions of Approval:**Access**

1. **At the time of application for construction permits**, public improvement plans shall be prepared in compliance with Section 23.05.106 (Curbs, Gutters and Sidewalks) of the Coastal Land Use Ordinance and San Luis Obispo County Improvement Standards by a Registered Civil Engineer and submitted to the Department of Public Works. The plan/s is/are to include, as applicable:
 - a. Street plan and profile for widening **Juanita Avenue** to complete the project side of an A-2 urban street section fronting the property.
 - b. Pedestrian easements, as necessary, to contain all sidewalk, driveway and curb ramp improvements that extend beyond the existing right-of-way. Offers are to be recorded by separate document with the County Clerk upon review and approval by Public Works.
 - c. Drainage ditches, culverts, and other structures (if drainage calculations require).
 - d. Public utility plan, showing all existing utilities and installation of all new utilities to serve the site.
 - e. Tree removal/retention plan for trees to be removed and retained associated with the required public improvements. The plan shall be approved jointly with the Department of Planning and Building.
2. **At the time of application for construction permits**, the applicant shall enter into an agreement and post a deposit with the county for the cost of checking the improvement plans and the cost of inspection of any such improvements by the county or its designated representative. The applicant shall also provide the county with an Engineer of Work Agreement retaining a Registered Civil Engineer to furnish construction phase services, Record Drawings and to certify the final product to the Department of Public Works.
3. **Prior to occupancy or final inspection**, a Registered Civil Engineer must certify to the Department of Public Works that the road widening improvements are made in accordance with all conditions of approval, including any related land use permit conditions and the approved improvement plans. All public improvements shall be completed prior to occupancy of any new structure.
4. **Prior to occupancy or final inspection**, all public improvements have been constructed or reconstructed in accordance with County Public Improvement Standards and to the satisfaction of the County Public Works Inspector.
5. **On-going condition of approval (valid for the life of the project)**, and in accordance with County Code Section 13.08, no activities associated with this permit shall be allowed to occur within the public right-of-way including, but not limited to, project signage; tree planting; fences; etc without a valid Encroachment Permit issued by the Department of Public Works.

6. **On-going condition of approval (valid for the life of the project)**, the property owner shall be responsible for operation and maintenance of public road frontage sidewalks, landscaping, street lighting, and pedestrian amenities in a viable condition and on a continuing basis into perpetuity or until specifically accepted for maintenance by a public agency.

Drainage and Flood Hazard

7. **At the time of application for construction permits**, the applicant shall submit evidence to the Department of Public Works that all new structures comply with County flood hazard construction standards.
8. **At the time of application for construction permits**, the applicant shall demonstrate that the project construction plans are in conformance with their Stormwater Control Plan.
9. **On-going condition of approval (valid for the life of the project)**, the project shall comply with the requirements of the National Pollutant Discharge Elimination System Phase I and / or Phase II storm water program and the County's Storm Water Pollution Control and Discharge Ordinance, Title 8, Section 8.68 et sec.

Stormwater Pollution Prevention

10. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Stormwater Management. Applicable projects shall submit a Stormwater Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Stormwater Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
11. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Stormwater Conveyance Management and Maintenance System" exhibit for review and approval by the County.
12. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Stormwater Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.